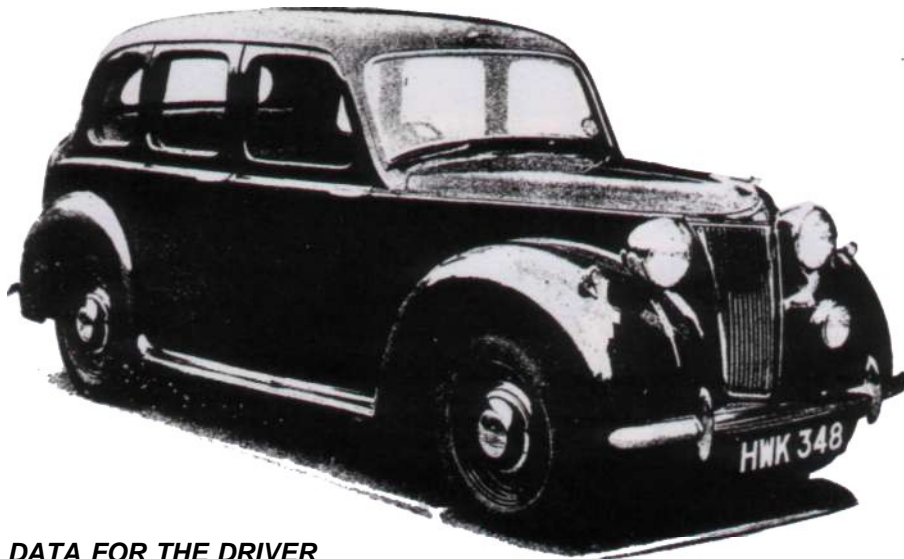


Autocar ROAD TESTS



No. 1375
LANCHESTER
TEN SALOON

In general appearance the Lanchester is trim and traditional, though the radiator grille has the modern touch and the bonnet is of the current one-piece type, as fitted, incidentally, in a slightly different form on Daimler cars for many years.

DATA FOR THE DRIVER

LANCHESTER TEN

PRICE, with four-door six-light saloon body, £725, plus £202 2s 9d British purchase tax. Total (in Great Britain), £927 2s 9d.

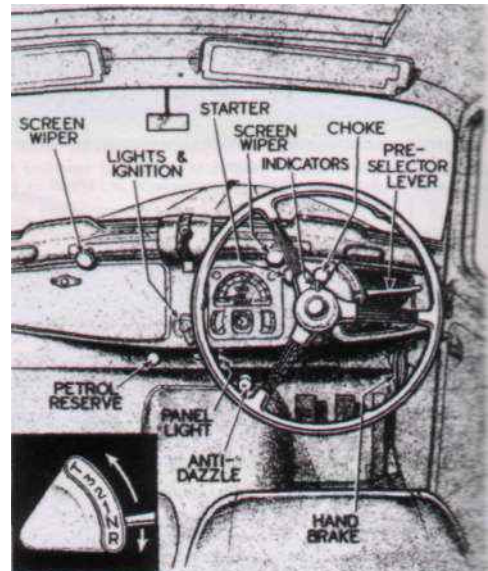
RATING : 10 h.p., 4 cylinders, overhead valves, 63.5 X 101.6 mm, 1287 c.c.
BRAKE HORSE-POWER : 40 at 4,200 r.p.m. COMPRESSION RATIO : 7.1 to 1.
WEIGHT: 22 cwt 3qr 10lb (2,558 lb). LB. per C.C.: 1.99. B.H.P. per TON: 35.03.
TYRE SIZE : 5.25 x 16in on bolt-on steel disc wheels. LIGHTING SET : 12-volt.
TANK CAPACITY : 8 gallons ; approximate fuel consumption range, 25-30 m.p.g.
TURNING CIRCLE : 35ft (L and R). MINIMUM GROUND CLEARANCE : 6in.
MAIN DIMENSIONS : Wheelbase, 8ft 3in. Track, 4ft 0in (front and rear).
Overall length, 13ft 2 1/4in ; width, 4ft 10in ; height, 5ft 2 1/2in.

ACCELERATION		Speedometer correction by Electric			
Overall gear ratios	From steady m. p.h. of	Speedometer :-		Speedometer :-	
	10 to 30	20 to 40	30 to 50.	Car Speed-ometer	Electric Speed-ometer
5.125 to 1	15.4 sec	16.4 sec	20.3 sec	10 = 11	50 = 49.25
7.72 to 1	10.3 sec	11.5 sec	17.0 sec	20 = 22	60 = 57
11.95 to 1	8.0 sec	—	—	30 = 32	70 = 65.25
22.00 to 1	—	—	—	40 = 41.5	—
From rest through gears to :-	sec			Speeds attainable on	
30 m.p.h.	9.6			gears (by Electric	
50 m.p.h.	25.9			Speedometer)	
60 m.p.h.	44.7			1st 12-19	
				2nd 24-35	
				3rd 44-53	
				Top 68-69	

Steering wheel movement from lock to lock : 2 1/3 turns.

WEATHER : Damp patches, mild; wind negligible.

Acceleration figures are the means of several runs in opposite directions.



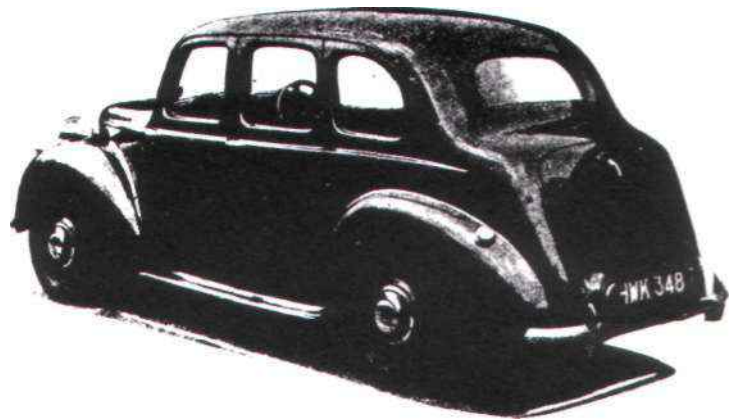
IN the class that used to be called 10 h.p. this Lanchester has important features which are outstanding among small cars and one or two, notably the Daimler fluid flywheel with pre-selector gear box, which are unique. It is high in price for its size, but it sets out to give exceptional refinement and a number of unseen qualities which make for lasting worth, such as, for instance, a three-bearing crankshaft, full-flow pressure filter in the engine lubrication system, and, perhaps even more importantly, hardened steel liners forming the cylinder bores. Length of life of a car without expensive replacements can be verified only under prolonged actual ownership, but as to the former aim, general refinement, it can certainly be said that the Lanchester Ten succeeds.

It is produced in association with the Daimler, and with

the design knowledge behind it that applies to that famous marque, and broadly it may be regarded as being a junior Daimler, although preserving a separate identity. This Ten, when it appeared soon after the war, displayed a then quite advanced appearance and was unusual among the smaller cars in having independent front suspension, the system being by coil springs, in principle as on the Daimlers. In the meantime marked changes in styling and the adoption of i.f.s. have ceased to be exceptional among the smaller cars as well as the larger, but the Lanchester still stands out in offering the fluid flywheel and pre-selector gear box, bodywork and equipment of high quality and an o.h.v. four-cylinder engine which is decidedly efficient for its size without losing mechanical refinement even when pressed hard.



For anti-dazzle purposes a pass light is used, transfer from the head lamps being by a foot-operated switch. Above the wind-screen is the neat aerial for the radio fitted as an extra (£46 12s 9d); this can be turned vertically from inside the car.



Bumper over-riders are noticed in this view, also the sockets beneath the step boards, one for the front wheel and one for the rear wheel, to which a conveniently operated pillar jack is applied. The petrol filler cap in the left-hand wing is of captive type to prevent loss.

"THE AUTOCAR" ROAD TESTS

.continued

A run which was made in 1946 in one of the earlier examples of this post-war model has been remembered keenly for the way in which the car covered lengthy journeys at a good average, partly through hilly country, in a high degree of comfort for all the occupants, and for its rather remarkable stability. The present car, now subjected to the comprehensive Road Test, has confirmed those impressions of some two and a half years ago.

In general style the car is attractive, with an interior and seating of above average appeal even at first sight. It runs with a soothing quietness and smoothness and an almost indefinable feeling of being "well within itself" at ordinary speeds up to about 50 m.p.h., and it has a complete flexibility and a top gear ability equalled by no current small car, by reason of the special properties conferred by the fluid flywheel transmission. It also proves on a journey to have another side to its character in that it can be driven as fast as it will go without protest, feeling under complete control and being able to make a distinctly good average on a normal give-and-take main road.

It readily puts in 40-41 miles in the hour, and driven with the definite purpose of hurrying over a route well known to the driver concerned, and with favourable traffic and weather conditions, it covered 45 miles in one hour and 88 miles in two hours, including a quick stop for petrol. Reasons for such useful point-to-point abilities are found not in particularly quick acceleration or an exceptional maximum speed for the size of car, but in the engine's willingness to keep going at practically its limit, and certainly to remain mechanically pleasant at around 60 m.p.h.

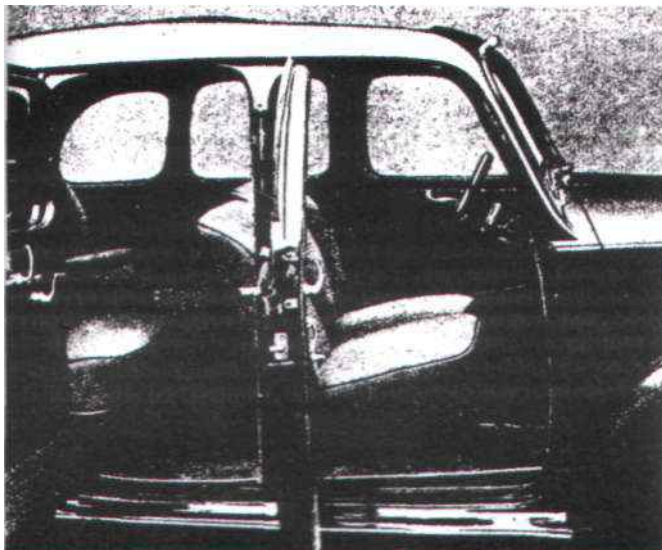
Additionally the Lanchester rides very comfortably, the suspension allowing the speed to be maintained virtually without reference to minor surface deteriorations, and also allowing the car to be taken fast round the multitude of

bends that are a feature of a journey on British roads, even main roads. Lateral stability is decidedly above the average associated with the smaller cars even nowadays. Thus it makes quite an appeal to a driver who likes to get the best out of a car, and who finds satisfaction in the stability already indicated and in the quality of the performance. The engine develops 40 b.h.p., yet such pinking as arises even on the present quality of British petrol is of a subdued nature. In performance and general behaviour this is a car to please the owner who sets economy of running costs, comfort, accuracy of control and safety of handling very high on his list of requirements. It is a handy size of car for parking in towns and for driving in traffic and narrow roads, and the steering lock is noticeably good for turning round and on exceptionally sharp corners.

Steering and Brakes

The steering is entirely satisfactory for both normal and fast driving, being firm, accurate, free from road shocks, with a nice degree of caster action, and neither disconcertingly light nor tiresomely heavy for low speed turning and manoeuvring. In short it is a moderately geared steering which gives confidence. The brakes are Girling mechanically operated. They require firm pedal pressure for maximum results, when they slow the car safely from speed, and also they act with real decisiveness if called on for an emergency stop at the lower speeds.

As an entirely different style of motoring from that suggested by averages of over 40 miles in the hour the Lanchester can admirably meet the requirements of the more leisurely and perhaps less experienced driver. Once the advantages afforded by the gear box and transmission have been fully exploited—and to do so is not difficult—it is realized that control in traffic is almost wholly a matter of the throttle and brake pedals alone, not even the hand brake being required in holding the car temporarily on an up gradient in traffic. The car can be brought down to zero speed on any gear without stalling the engine, which



An inviting-looking and roomy interior, with cloth upholstery of very good quality. The door openings are strikingly wide and the doors remain of their own accord at these convenient positions. Other points are the simple form of height adjustment for the separate driving seat, the deep arm rest at the centre of the rear seat, in addition to elbow rests, the flat floor at each side of the propeller-shaft tunnel, and the absence of obstructive controls at the centre of the driving compartment, the pre-selector gear lever being on the steering column and the pull-and-push hand brake lever beneath the fascia board. Hinged handles on the doors make it convenient to close the doors from inside.

has an exceptionally regular, slow tickover, and without the driver having to think of a clutch pedal, and it will accelerate away simply on opening the throttle. This is possible even on top gear, though, of course, more normally and more briskly on third or second gears.

The principle of the pre-selector gear box is well known, but may be reiterated briefly, namely, that to change between any two gears is a matter only of moving the pre-selector lever and depressing the gear-changing pedal, which occupies the position of the normal clutch pedal but is not used as such. The car having been smoothly started from rest on second gear there is rather surprisingly little need for subsequent gear changing in average country, except that, the gears being so easily engaged, third can be used fairly frequently for additional acceleration or for holding the speed up a gradient. Second gear sufficed to maintain a speed of 20 m.p.h. up a hill of 1 in 6 1/2 maximum gradient and for rounding a sharp corner at the summit.

At first the driving position seems to place the driver rather high and a trifle awkwardly as regard leg position, but there is the excellent and still far from commonly found provision of a simple type of adjustment for the height of the seat, which is separate from the passenger seat, in addition to the normal fore and aft movement. After a certain amount of experiment with the adjustments a comfortable, confident position is obtainable and the support given by the back rest is good, it being shaped to encircle the shoulders; the left foot finds a comfortable place, and the treadle throttle does not involve an awkward ankle angle. The spring-spoked steering wheel has a comfortable shaped rim.

Easy to Get In and Out

Advantages as regards ease of getting in and out by either door, of which much is now made in connection with modern steering column gear levers, belong to the Lanchester, which has had a steering column gear lever for many years. The driver is in fact encouraged to use the door remote from the driving seat, as this is the one fitted with a key. Driving vision is satisfactory, with a good view of the road over a quite short sloping bonnet. The left-side wing is not seen, however.

Features which many owners still call for, and with every justification as regards the majority of them, are included in the shape of a sliding roof, an opening windscreen and a rear window blind, the last mentioned having a convenient control. Wide sun vizors almost meet at the centre and give very adequate protection against sun glare. Among modern amenities, provision is made for the fitting as an extra (£15 6s 8d) of a Clayton interior heater, in conjunction with which there are ducts to the windscreen for de-misting and de-icing. This equipment was fitted to the car tested and proved very effective, with a quiet-running fan for circulation of the warmed air.

There is good leg room at both front and rear and an air of luxury about the upholstery which suggests the bigger and more expensive style of car. Detail fittings have been well thought out. A standard fitting is a reserve petrol control, now all too rare whatever the size of car and virtually unknown among current small cars. It comprises a pull-out control instantly reached from the driving seat and releases the last 1 1/4 gallons in the tank. There are a lockable compartment in the left-hand side of the fascia board and an open cubby hole at the other side.

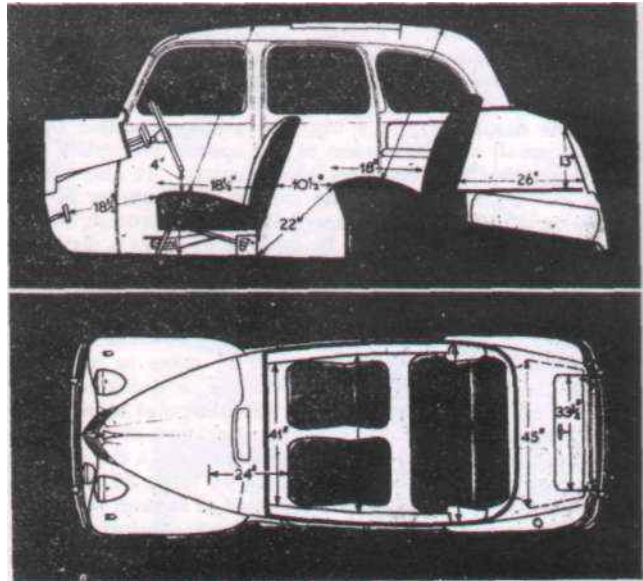
The instrument lighting is subdued, a good point but

The one-piece bonnet is released from the front of the car and it is spring balanced to remain up without use of a strut. It discloses a neatly and accessibly arranged engine and auxiliaries, including a conveniently placed oil filler and dipstick. The ignition distributor and sparking plugs are protected by an easily removable moulded cover. The oil-bath air cleaner is fitted to export cars; home market cars have an ordinary air silencer. Evidence of detail care is seen in the adjustable rubber "buttons" on to which the bonnet closes at the front.



Showing the decidedly useful size of the luggage compartment and the lid forming a platform level with the floor of the locker. Spare wheel and tools are in an entirely separate compartment beneath. The larger items, including a foot-operated tyre pump, are carried in a canvas bag.

a little overdone as regards reading the speedometer and mileage recorders at night. In Daimler-Lanchester fashion an oil pressure gauge is replaced by a green tell-tale light and an ammeter by a red light. An engine thermometer is fitted and remained very steady at 170 deg F (approximately 77 deg C). Twin wind-tone horns give a quite powerful but pleasing note, and the head lamp beam is excellent. The car could be driven straight off from cold with the choke control in an intermediate position termed "fast idle," at which it can be set as distinct from the full-rich position for a cold start. Incidentally the starter switch, of pull-out pattern, could be more conveniently located. There is a very useful size of luggage compartment.



Measurements in these scale body diagrams are taken with the driving seat at the central position of fore and aft adjustment.

